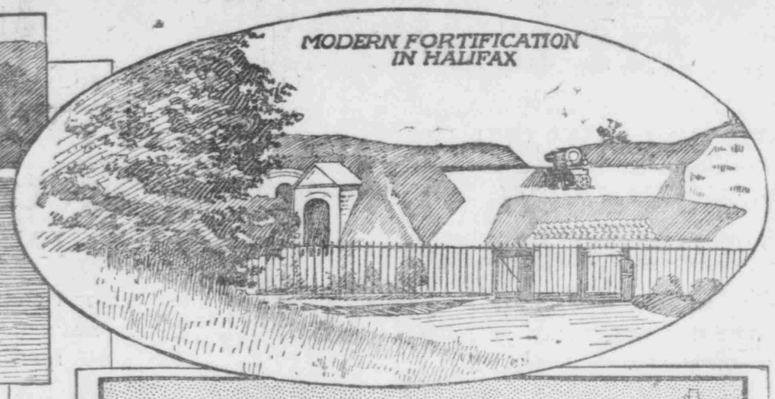
The Withdrawal of British Garrisons From America

THE recent determination of the British government to withdraw the regular troops from the remaining garrisons on the American continent has given rise to much speculation. In the absence of any more rational explanation of the action it is safe to accept the reasons which have been advanced by British naval experts and others who are qualified to speak.

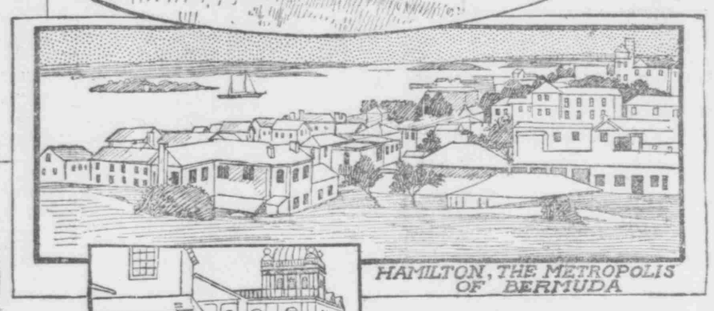
The theory that Great Britain has only now made up her mind to accept unqualifiedly the American definition of the Monroe doctrine cannot be regarded as absolutely untenable. If it is the American contention—and it seems to be—that any spot on the continent now occupied by a foreign power cannot be suffered to fall into the hands of any other alien trespasser it would be inexcusably extravagant, from an American standpoint, for Great Britain to maintain a costly system of protection for something which is already safeguarded. It is by no means improbable that the time has come when Great Britain can afford to take that view.

However that may be, it has been apparent for a long time that British garrisons in America were more ornamental than useful; that the reasons for their maintenance were more sentimental than urgent. It has been a costly demonstration too. Neither of Great Britain's remaining southern continental holdings—British Guiana and British Honduras—is self sustaining. For aught that her American insular colonies have yielded her during the last half century Great Britain would have been better off without them. The annual revenues from the West Indian islands have been falling off appreciably. The garrisons have added nothing to the prosperity of the regions in which they were placed. Canada has shown no sign of retrogression since the withdrawal of the garrisons. For some time Halifax and Esquimalt have been the only stations in the north of America supplied troops from British headquarters. Even at these distant posts of the empire only a handful of troops has been considered necessary since the forming of the confederation into the Dominion. The last large regular force in British America was in 1870, when Lord Wolseley made the Red river exploration into the northwest provinces. Immediately after that was completed the fiat went forth that Canada must thenceforth depend upon her militia for standing defense. A few months later the last battalion of regulars was withdrawn, leaving only the 2,000 provided as the garrison of Halifax. This number has remained stationary ever since, the small garrison at Esquimalt, on the other side of the continent, making the complement.

THE HARBOR OF ST. JOHNS, NEWFOUNDLAND



MODERN FORTIFICATION IN HALIFAX



HAMILTON, THE METROPOLIS OF BERMUDA

A PATHWAY IN CASTLETON GARDEN JAMAICA

A STREET CORNER IN BRIDGETOWN, BARBADOES

During the past year there have been stationed at Halifax only 1,800 men of all arms and at Esquimalt only 369.

It is by no means likely, even after the departure of the regulars, that Halifax will be bereft of its title of the Garrison City. It will still be the most important of the twelve military districts of the Dominion. The Wellington barracks, erected at great expense, will be taken over by the Dominion government and set apart as quarters for the colonial military organizations. Still, the regulars will be missed sadly. The social atmosphere of Halifax will be visibly disturbed. Many of the most famous regiments of the British army have been stationed there, and at no time since its inception has the garrison been without a liberal infusion of the best blood in the empire. This has furnished the town with much social capital, and its removal will be a social hardship.

Halifax dates from the earlier half of the eighteenth century. The Halifax Gazette, the oldest newspaper in British America, first appeared in 1752. The town was founded at least three years before that, and during the Revolutionary war it was made a strong military post by Cornwallis. The Duke of Kent, father of Queen Victoria, was commandant of the garrison in his younger days and supervised the construction of the fortifications which gave the post the reputation of being the strongest fortress in the new world. On account of its situation and natural advantages it has a harbor which is extremely valuable as a naval base. Here it was that Boscawen's fleet collected to convey Wolfe and his troops to the conquest of Quebec.

As the headquarters of the British North American and West Indian squadron Halifax has seldom been without the presence of ships of war. Admiralty House, in Gottingen street, has long been the residence of flag officers. The dockyard, the property of the government, extends for half a mile along the harbor front and contains all the appliances and conveniences for a first class naval station. Its dry dock is the equal of any other on the continent, having a length of 613 feet and a width of seventy feet at the bottom. The city is defended by eleven forts and batteries, one of which, the citadel crowning the hill on which Halifax is built, is reputed to be, after Quebec, the strongest fortification in America. The city itself extends along the slope of a hill and covers an area three miles in length by one in width. Its present population is not far from 50,000.

The headquarters of the British Pacific squadron were at Esquimalt, a little seaport on Vancouver island, four miles from the city of Victoria. It has a magnificent harbor capable of accommodating the largest ships afloat. The garrison has for some time been reduced to a nominal basis, and the few remaining regulars will not regret the opportunity to return to the tight little isle. Next to Halifax, St. George and Ireland island, in the Bermudas, have been the most important naval and military stations of Great Britain in the north Atlantic. That Bermuda has been considered an important strategical point in the defense of the empire is shown by the size of the garrison maintained there. Until recently 7,950 men were quartered at that station. Jamaica has had 1,018, besides the colored West Indian regiments recruited there, and Barbadoes and St. Lucia 612. The total forms a considerable proportion of the 60,000 and odd soldiers of all ranks with which British colonies all over the world are garrisoned.

St. George, twelve miles from Hamilton, Bermuda, has had a somewhat peculiar history. Some years ago it had assigned as its garrison a battalion of the Grenadier guards which had manifested a disposition to mutiny. These men were sent to Bermuda as a disciplinary measure, and the remedy was most effectual. More recently St. George was a place of detention for Boer prisoners.

Barbadoes, the most windward of the Windward group, is the headquarters of the British forces in the West Indies, the commanding officer residing there having the rank of major general. St. Lucia, the largest and most picturesque island of the Windward group, possesses one of the finest harbors in the West Indies. It is the second naval station of the empire in the Caribbean region and is also a coaling station. Much treasure has been expended on its fortifications.

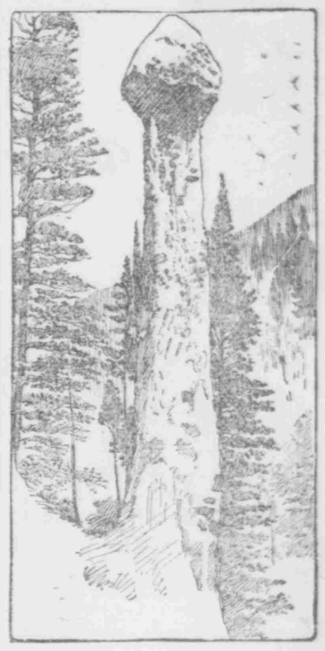
The Bahama islands were formerly the headquarters of a rather formidable British garrison, but it has been greatly reduced in the last decade and consists now of a sorry remnant whose chief duty it seems to be to afford amusement to the numerous winter guests from the United States at the hotels. There are about 700 islets in the group, which lies east of Florida, the gulf stream intervening. Only twenty-five of these coral formations are inhabited, and most of the residents are descendants of Tories who fled thither for safety during the American Revolution and remained. One of these islands was the first land sighted by Columbus on his earliest voyage of discovery. Whether it was San Salvador or Watling island is still a matter of dispute, but no one has had the temerity to deny that it was one of the 700.

Trinidad is the largest of the British West Indies except Jamaica. It is the southernmost of the Windward group, but is not classed with those islands. It is a crown colony, the affairs of state being administered by a governor, assisted by executive and legislative councils. Port of Spain, the capital, is one of the finest towns in the West Indies. The garrison has long been reduced to a minimum. Trinidad is one of Great Britain's few self supporting American colonies. Her revenue is about equal to her expenditure. This island also has the distinction of having been discovered by Columbus.

TRUMAN L. ELTON.

A NATURAL MONUMENT VENERATED BY INDIANS.

The cut shows the noted Sheep Eaters' monument in the Thunder mountain country in Idaho. This huge shaft, more majestic in its outlines than the Egyptian obelisks, has been revered for generations by the tribe known as Sheep Eaters as a memorial to their prowess. It is a great natural monolith



about 100 feet in height and twenty feet square at the base. It tapers to fifteen feet at the apex, which is surmounted by a perfectly shaped cone. The shaft is yellow, and the cone is black and white. This freak of nature is about six miles from the Idaho village of Roosevelt, and it attracts many visitors to the spot.

WIND AND WEATHER PERMITTING.

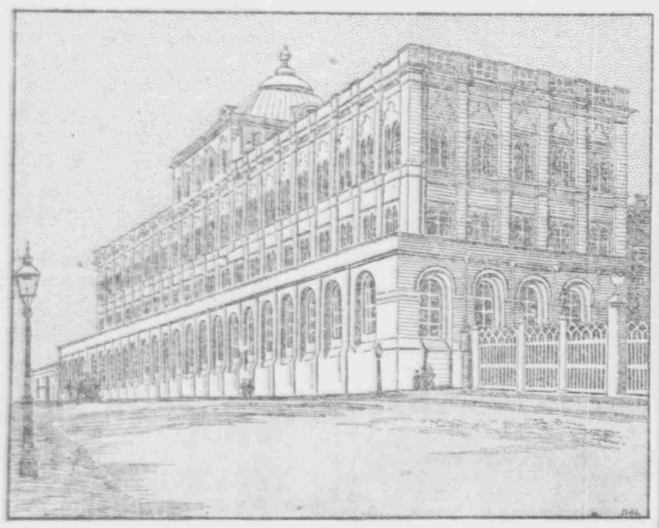
In Sumatra the length of time that a widow must wear her weeds is determined by the wind. Just after her husband's death she plants a flagstaff at her door, upon which a flag is raised. While the flag remains untorn by the wind etiquette forbids that she should marry, but as soon as a rent appears, no matter how tiny, she can lay aside her weeds and don her most becoming gown and bewitching smile.

AN ENGLISH IDEA OF DISGRACE.

A shabbily dressed man wearing a pair of army trousers was arrested and fined in Stratford, England, for "bringing discredit on his majesty's uniform."

Interesting Happenings of the World Illustrated With Pen and Pencil

THE PALACE SECTION INSIDE THE KREMLIN WALLS.



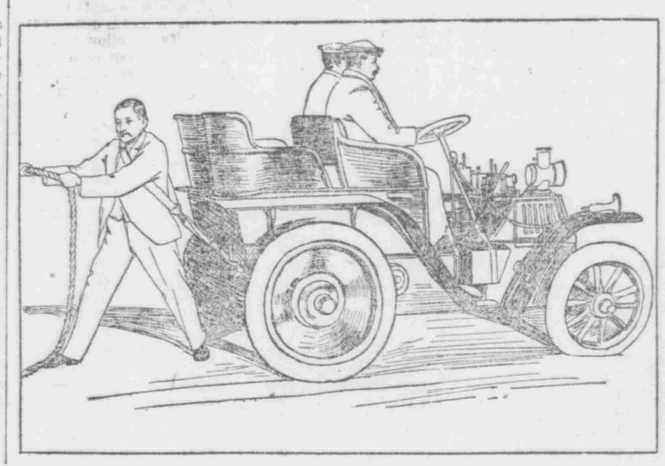
Most of the illustrations of the famous kremlin at Moscow show the walls and citadel, but do not give much of an idea of what lies within. The cut herewith given shows only the palace section of this unique combination of fortress, church and royal dwelling. The imposing structure was built by Alexander I. and used to be the Moscow residence of the court. It contains many treasures of painting and sculpture, and some of its apartments are beautifully decorated. There are two other royal palaces within the kremlin precincts, one of them a curious building of four stories which diminish as the structure ascends and end in a single room surrounded with balconies.

FUTURE RULER OF AUSTRIA AND HIS MOTHER.

The little fellow shown in the cut is the son of Archduke Franz Ferdinand of Austria and Sophie Chotek, who before becoming the wife of the archduke was a lady in waiting at the court.

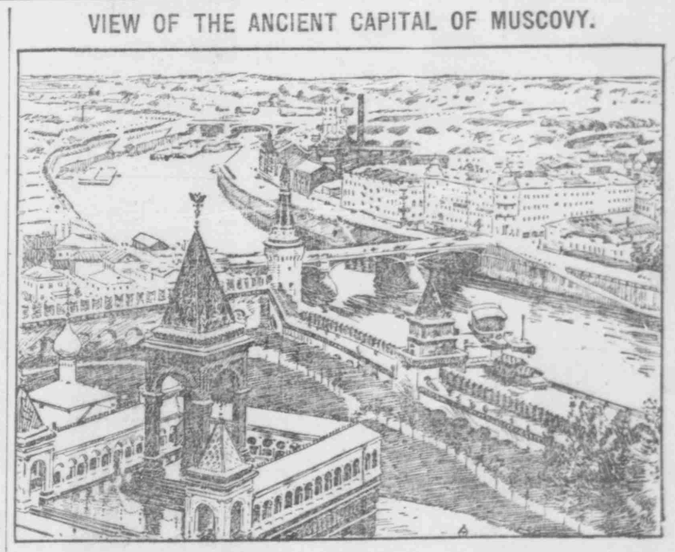
The Hapsburgs were greatly shocked at the violation of royal marriage ethics, but they made the best of it and converted Sophie into a princess as speedily as possible, and they never have had any cause to regret it. The archduchess is extremely popular, especially with the Hungarian portion of the monarchy, and her children, a charming little princess and two chubby baby princes, are now the chief solace of the aged emperor.

A WONDERFUL BAVARIAN STRONG MAN.



The cut represents one of the startling feats performed by Georg Lettl, a Bavarian who has been thrilling Europe with his exhibitions of strength and will soon come to America with the same ambition. One of his most astounding acts is to run against a thirty horsepower motor car going at full speed, bringing it to a full stop by bracing himself against its front. Again, Lettl attaches himself by a stout strap to a sixteen horsepower car, and the engine is set going at full speed, thirty-five miles an hour. With the aid of a stout rope the strong man pulls the car in the opposite direction. Lettl is only five feet and one inch in height and weighs about 140 pounds.

VIEW OF THE ANCIENT CAPITAL OF MUSCOVY.



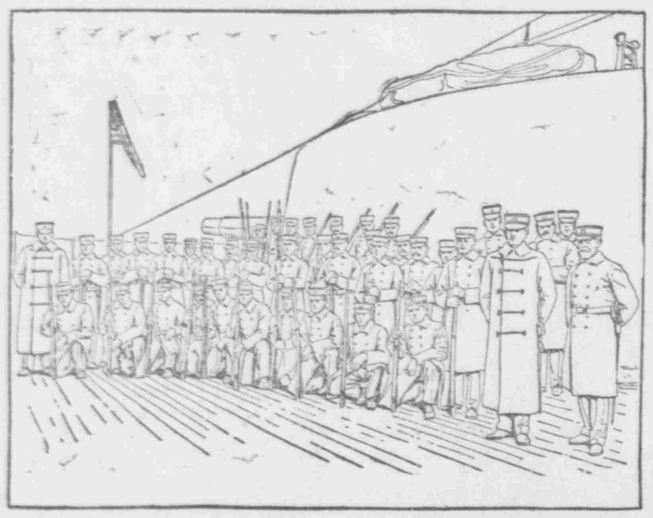
The picture gives a view of the city of Moscow, built on both sides of the river Moskva, 400 miles southeast of St. Petersburg. Part of the kremlin, the acropolis of old Russia, may be seen in the foreground. In spite of its struggle to avoid the approach of modern innovations, Moscow has not entirely escaped renovation. Many up to date improvements have been introduced and a number of modern buildings have been erected.

A FAMOUS RUSSIAN CHAPEL.

The handsome little structure shown in the cut is a chapel erected to mark the spot on which Czar Alexander II. was assassinated. The unfortunate monarch was killed on Sunday, March 13, 1881, when returning to the Winter palace from a military review. He was one of the most liberal rulers Russia

has had. One of his most notable acts was the emancipation of the serfs. The zemstvos came into existence during his reign, and it is believed that he was on the point of granting the empire a constitutional form of government when he was murdered.

MARINES ON BOARD A BATTLESHIP.



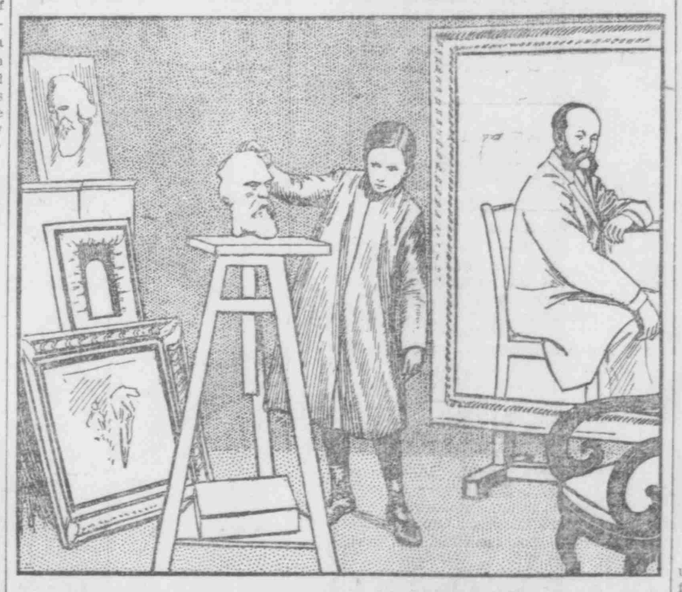
The picture shows the company of marines attached to the United States battleship Illinois. Marines are a relic of the days when warships were manned by soldiers as their fighting complement. Nowadays, instead of forming the greater part of a ship's company, as they did formerly, the marines are usually about 15 per cent of it. At the present time the United States marine corps consists of 6,000 enlisted men and about 200 officers. Most of this force is used to man the naval stations, but the battleships are assigned a certain number for infantry service abroad, the allotment varying from fifteen to fifty, according to the size of the vessel.

AN ENTERPRISING MANAGER.

Frank L. Hedley, general manager of the Interborough Rapid Transit company, New York, fills as responsible a position as can be found anywhere in the country. He is the executive head of the great subway system, and as such he is directly answerable for the protection of the thousands of daily passengers who make use of that con-

venience. He was born in England in 1861 and used to work for the Erie system at $2.40 a day. In 1889 he was made master mechanic of the Kings county elevated road of Brooklyn. Mr. Hedley has shown great capacity for the mastery of detail.

THE YOUNGEST SCULPTOR AND PAINTER IN THE WORLD.



The cut shows the studio of Thaddeus Stycka, a little Polish painter and sculptor, some of whose work attracted much attention at the recent world's fair at St. Louis. Thaddeus is only thirteen years of age, but art critics have pronounced some of his work equal to the best efforts of modern artists. He is a very small boy for his years and physically weak, but he works steadily at drawing, modeling and painting and has no taste for outdoor amusements. At the age of seven Thaddeus was awarded a prize for drawings which he exhibited at Warsaw, his native city. Nowadays the talented youngster occupies a handsome studio in Paris and is patronized and lionized by fashionable folk until he is almost distracted.

RUSSIA'S OLDEST INHABITANT.

The cut is from a recent photograph of Maria Bakoff of Perm, Russia, who is the czar's oldest subject. She has lately celebrated her one hundred and twelfth birthday and is in excellent health and spirits. Maria is an ardent advocate of the simple life and attrib-

utes her remarkable longevity and freedom from sickness to abstemiousness and constant exercise in the open air. She has worked in the fields all her long life and even now cannot endure the close atmosphere of the Russian farmer's house. She receives numerous presents from all parts of the empire. On her recent birthday the czarina sent her a woolen muffler which she had made with her own hands.